

THE LINER OF THE FUTURE

An Engineer's Study of the Lusitania's Run.

Obviously the Limit of Speed in Ocean Greyhounds Has Almost Been Reached Under the Present Power--The Lusitania Does Little Better Than the Lucania, Carries Only a Few More Passengers and Its Operation is More Expensive--But a Vessel of the Lucania Type Equipped With Oil Engines Might Make 30 Knots--Why This Ship May Not Be Tried Soon, But Will Eventually.

(John F. Wentworth, in Boston Transcript.)

In this age of the ocean represents the chief hazard to rapid transit. In order to travel the 3,000 miles coast must be carried to land the whole trip, and provisions for crew and passengers and an allowance made for a possible breakdown at sea. As the attempt is made to increase the speed of the liner great additional resistance is encountered at each extra knot speed. This condition of affairs has spurred on inventors and naval architects to cut down the resistance to vessels and to improve the marine engines. The recent trip of the Lusitania shows that not much more speed can be obtained without great sacrifice of comfort, durability or safety. Of some of the recent attempts to get the Howard Casard really the most promising, although it was not commercially a practical type of vessel. Still, for that matter, the present liners of extreme speed depend largely upon their subsidies for their support.

The Howard Casard was built in Alexandria (Va.) and is 400 feet long and 16 feet wide. Had this vessel been a success it was planned to build another vessel 500 feet long and 40 feet beam. The Howard Casard was a failure because of the lack of practical men at the head of the project. The distinctive feature of the vessel was that the passengers were to sleep and be fed in sections similar to the sections of a sleeping car. By reducing the comforts at present given the passengers on our ocean liners by means of the Howard Casard, it is light construction in the hull and engines, it should be possible to build a thirty-knot liner on somewhat the lines laid down by the Howard Casard. This type of vessel could not be a commercial success because the cost of repairs would be excessive, the performance of the vessel would be unreliable, and last and most important, the passengers would not be content with fewer comforts. A sample of the ways that inventors have attempted to avoid the resistance of vessels to propulsion is the Knapp roller boat, which was merely a cylinder which was designed to roll on the surface of the waves and not plough its way through them, as is done by the conventional type of boat. This type, however, is of interest only to show what men have been tried to overcome the resistance.

For good practical steam liners the two Cunard liners, the Lusitania and the Lucania, which have just finished a most sensational race across the ocean, give a fair idea of what is possible with the present type of liner. It would be a waste of time to speak of these two vessels and their speeds, that the limit of the speed of a steam liner had about been reached.

The Lusitania was put in commission in 1905, and is 600 feet long and 65 feet beam. This vessel draws 28 feet 10 inches, has a displacement of 32,500 tons, and is propelled by two triple expansion steam engines, which have developed a maximum power of 31,000 horse-power, with a speed of 23.5 knots. This vessel, however, has only been able to sustain a speed of 22.01 knots for the entire trip across the ocean, having as a record for the trip the time of five days and seven hours to its crew.

The Lusitania, a ship of the same line, is 785 feet long and 88 feet beam, with a gross tonnage of 32,500 tons, and is propelled by four turbines, each driving a single propeller. The turbines are arranged on the principle of a compound steam engine. The steam from the turbines is sent to the two turbines to the extreme port and starboard, and from these turbines it passes to the two turbines situated in the bow and then to the two turbines in the stern, with twenty-five boilers supplying steam at a pressure of 160 pounds per square inch, and designed to develop a speed of twenty-five knots from 7,000 horse-power. The actual speed of the vessel on its maiden trip was 23.08 knots, and the total time consumed was five days and one hour. This performance will no doubt be improved upon by the Lusitania after her machinery has been run a little more.

The Lusitania, ex-queen of the Cunard fleet, consumes about 450 tons of coal a day, in place of the 350 tons of the Lusitania and carries 600 first-class passengers, 400 second-class and 1,000 third-class passengers in place of the 550 first-class passengers, 300 second-class and 1,000 third-class passengers provided for by the Lusitania. While the Lusitania carries no considerable increase in passengers, yet the requirements are increased in the number of the crew on the Lusitania, to 800, the number of the crew on the Lusitania. From a glance at these figures it is easy to see that the increase in speed from 22.01 knots to 23.08 knots has cost in the Lusitania. With practically no increase in revenue from cargo and passengers, the Lusitania must cost the Cunard Company \$150,000 a year more for development of the Lusitania. All of this increase in cost is simply to satisfy the mania of our civilization for speed. It is possible for the Cunard line to put on such vessels only because of the enormous subsidy granted the company on these vessels by the British government.

Herr Ballin, head of the Hamburg-American Line, who owns the Deutschland, during the maiden trip of the Lusitania said: "If the Lusitania makes twenty-five knots or better all the way across the ocean we shall be in a position to build a boat that will cross the ocean at twenty-eight knots' speed and give to the Fatherland the honor of the world's fastest ocean liner." In order to carry out this threat and still have a reasonable sized vessel some new means of propulsion must be obtained in place of the steam engine of either the turbine or the reciprocating type. The slight gain in speed shown by the Lusitania and the Lusitania shows the cost of high speed and is an indication of how near the present type of liner is to perfection.

Lewis Nixon, the great naval architect and shipbuilding authority in this country, in 1904 predicted that the internal combustion engine would supply the means for the propulsion of the future liners across the ocean. At the date mentioned above Mr. Nixon favored the gas engine and the gas-producer. At present Mr. Nixon favors the oil engine. His reason for this change of opinion being, most

ST. PIERRE IS RISING FROM ITS ASHES

A Fort De France, Martinique, letter to New York Herald says: That St. Pierre is rising from its ashes, as published in the Herald, I now confirm. Houses are now going up rapidly. Rue Victor Hugo, which has been cleared out of the ashes and rubbish, is now in good condition and is used as a main road to go to the north of the island and to Morin Rouge.

Leon Morin is the owner of one of the buildings and a pioneer of the new St. Pierre. He is doing much in the way of pushing improvements as I hinted in my last letter, the example set by Mr. Morin is being followed, and ground is now being cleared for two more buildings, one to be erected for a wholesale provision store, the other for a hardware store.

Pending the re-establishment of a custom house by Fort-de-France, and St. Pierre will become a commercial center for the north of the island. Already an ocean truck service is being established between St. Pierre and Morin Rouge.

From the latter point the modern villages of Basse-Pointe, Loran, and Marigot may be reached easily by truck.

The sea is so rough on the northern shore that it is quite difficult sometimes for small boats to land their goods for several weeks, and with inland communication from the point of their fall in June are now living in fellowship with these churches; to well-equipped college, seminar and academy, with property and endowment worth \$500,000, with a teaching staff of about thirty well trained and consecrated men and women; a student body of about 100, and a staff of 300 missionaries, through whom the maritime Baptists are endeavoring to preach the gospel to about 1,000,000 heathens.

After the signing of another young man, Rev. A. R. Deane, followed by a stirring address.

The session on Wednesday morning was opened with a devotional service, led by A. R. Deane, of St. John.

This was followed by an address by Rev. D. Hutchinson, of St. John, on the "Problems in Young People's Work, and How to Solve Them." He first gave a review of the birth and growth of the young people's movement in a Congregational church in Portland, Me., and of the monster conventions in Boston, Toronto and Buffalo.

Conducted a Conference.

He mentioned the following as conducive to the weakness of local organizations: Lack of preparation by leaders, failure to select appropriate hymns and to vary the form of service. For the health of a society there should be three well defined features of work, the platform and the social and the religious.

At the close of this address, Mr. Hutchinson remained upon the platform and conducted a conference on the matter of his address. Rev. Mr. Daggett thought that if a few years ago any one should have asked Dr. Clark, of Christian Endeavor fame, was he going to be a pastor or a layman, he would have been laughed at as a dreamer. He could not have foreseen it on account of the half-heartedness of those who ought to be full of hope and perseverance.

Rev. J. W. Keirstead thought we had a place to be filled in our churches by the young people's societies. He said that when the societies should come together it would be a good thing and then to carry out the place of meeting simply long to hold a brief prayer and then scatter and into two, into homes of sin and sorrow and shut-ins, there to speak words of cheer and to pray.

Mr. Deane, of St. John, told of the importance of the home society, and of how the spiritual tone of the society was helped there. At the close of this discussion Rev. J. B. Daggett, of Fredericton, moved for a resolution, which was unanimously adopted, that a committee be appointed to report on the matter of the home society in accordance with the second clause of the resolution.

(1) Resolved, that we believe the young people's movement is of God; (2) that we humbly confess our shortcomings and earnestly pray for His direction for the future; (3) that we proceed with the organization, binding ourselves together, and that a committee be appointed to report on the matter of the home society in accordance with the second clause of the resolution.

The session then adjourned until the afternoon. The first quarter of an hour in the afternoon was spent in devotional exercises, led by Rev. J. B. Daggett, who was called to the platform and gave a most inspiring address on the Young People as a Factor in Missions. The report of the committee on organization was then presented and approved.

Mr. Deane's President.

While the nominating committee were finishing their report, Mr. Lake was called to the platform and discussed the different features of young people's work. It was as follows: President, A. J. Deane; vice-president, E. H. Cochrane; secretary, C. A. Lake; corresponding secretary, C. A. Lake; auditor, Rev. D. Hutchinson; superintendent, Rev. J. B. Daggett; and a number of other officers.

No. 2, Rev. B. S. Freeman; No. 3, Rev. A. R. Deane; No. 4, Rev. E. H. Cochrane; No. 5, Rev. E. C. Jenkins; No. 6, Rev. J. B. Daggett; No. 7, Rev. E. C. Jenkins; No. 8, Rev. J. B. Daggett; No. 9, Rev. J. B. Daggett; No. 10, Rev. J. B. Daggett.

President Deane was then called to the platform and, in a very graceful speech, thanked the members of the league for the unexpected honor which had thrust upon him.

The matter of the young people's page in the Maritime Baptist was taken up. It was the unanimous opinion of the members of the league that if the new organization should have the function it must have an organ through which it can communicate its life.

Rev. J. W. Keirstead was by vote appointed to be the editor of the young people's page in case the executive could make satisfactory arrangements with the management of the paper for his remuneration for the work. The local societies were requested to secure at least 100 new subscribers for the Maritime Baptist. Several persons pledged themselves to secure at least five new subscribers for the paper before the close of the year.

At 7 p. m., President A. J. Deane took the chair and, after conducting devotional service, took up the few fragments of business left over from the afternoon. A resolution of thanks to the Tracy people was enthusiastically passed.

Rev. W. Allen, of Sussex, was then called to the platform and preached a very helpful sermon on the subject of "Consecration." The brief conference at the close of the session, conducted by Rev. D. Hutchinson, was a sermon of heart searching and many in the congregation rededicated themselves to God and not a few indicated their desire to give themselves to Jesus. After singing and benediction this first session of the United Baptist Young People's League was adjourned to meet on the Tuesday before the first full moon in October.

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UNITED BAPTIST YOUNG PEOPLE'S LEAGUE FORMED

Convention Held at Tracy Station Tuesday and Wednesday

A. J. DEARNESS OF ST. JOHN PRESIDENT

Delegates from Young People's Societies Hear Encouraging Addresses, and Decide to Form Provincial Organization--The Officials.

Previous to the union of the two Baptist bodies in this province the Free Baptist young people had a provincial organization designated the Free Baptist Young People's Provincial League. When the two bodies became united this organization was suspended with the hope that a larger organization might be called into being to replace it. At the United Baptist Association held in Woodstock in July a committee consisting of Revs. A. R. Deane, J. B. Daggett and D. Hutchinson, was appointed to call together delegates from our young people's societies throughout the province. The beautiful countryside at Tracy Station was selected as the place of meeting and accordingly the delegates, by train going toward Tracy station were well greeted with enthusiastic young people with bright visions of future conquests for the cause of Christ.

The first meeting of the delegates convened in the United Baptist church at Tracy at 8 o'clock. Rev. A. R. Deane, of Fredericton, chairman of the committee, called the meeting to order. He gave a most inspiring address, Rev. Mr. Hayward read the scriptures and led in prayer.

Then and Now.

Another hymn was sung and then Rev. J. W. Keirstead was called to the platform and discussed interestingly on the subject, "The Motives and Methods of the Young People in Their Evangelistic Enterprise." The speaker briefly sketched the history of the United Baptist body during the last century and a quarter. At that time there was only one Baptist in the maritime provinces with no church, no educational institutions, and no mission work. But now, what have we? As an answer he pointed his audience to the 50 United Baptist churches in the maritime provinces; to the 70,000 believers who, having been baptized upon the shores of the Red Sea, have now living in fellowship with these churches; to a well-equipped college, seminar and academy, with property and endowment worth \$500,000, with a teaching staff of about thirty well trained and consecrated men and women; a student body of about 100, and a staff of 300 missionaries, through whom the maritime Baptists are endeavoring to preach the gospel to about 1,000,000 heathens.

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